



briefing notes - road safety issues

Grey District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify areas to target to reduce the number of road deaths and injuries in the Grey District.

All the material, unless otherwise stated, in this report applies to both local roads and to State Highways (Transit roads).

In each year's report one year's data is added to a five year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when the Grey District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

| Major road safety issues | | 2006 road trauma | |
|--------------------------------|--|------------------------|----|
| Grey District | | Casualties | |
| Loss of control on rural roads | | Deaths | 2 |
| Urban intersection crashes | | Serious casualties | 6 |
| Speed | | Minor casualties | 43 |
| Nationally | | Crashes | |
| Speed | | Fatal crashes | 2 |
| Alcohol | | Serious injury crashes | 3 |
| Failure to give way | | Minor injury crashes | 31 |
| Restraint use | | Non-injury crashes | 78 |

Overview

In 2006 on local roads in the Grey District there were 13 injury crashes and 45 non-injury crashes, in addition there were 23 injury crashes and 33 non-injury crashes on State Highways, as reported by the New Zealand Police.

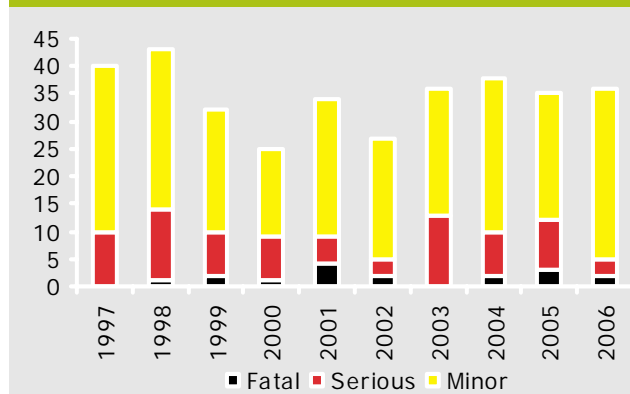
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads. (Rural is defined as an area with a speed limit of 80km/h or more).

Casualties by injury type 2006

| | Fatalities | Serious injuries | Minor injuries | Total |
|-------|------------|------------------|----------------|-------|
| Rural | 2 | 5 | 24 | 31 |
| Urban | 0 | 1 | 19 | 20 |
| Total | 2 | 6 | 43 | 51 |

Fatalities in the district continue to fluctuate between the ten-year high of four seen in 2001 and 2002 and none in 2003. Serious injuries were 50 percent lower than in 2005 and only just above the ten-year low of five recorded in 2002.

Injury crashes 1997 to 2006



| Crash movement 2006 | Percentage of all crashes of this type |
|--------------------------|--|
| Lost control at bend | 39% |
| Lost control on straight | 13% |
| Crossing/turning | 17% |
| Rear end/obstruction | 25% |
| Overtaking | 4% |
| Pedestrian vs vehicle | 1% |
| Miscellaneous | 1% |

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month April (9), best September (3)
- Worst day Saturday (11), best Friday (7)
- Wet road 38 percent
- Night time 38 percent
- Intersection 31 percent
- 73 percent of at fault drivers male (injury crashes)
- 54 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non-injury crashes on Transit roads

- Worst month October (8), best June (2)
- Worst day Friday (12), best Thursday (4)
- Wet road 45 percent
- Night time 28 percent
- Intersection 36 percent
- 65 percent of at fault drivers male (injury crashes)
- 69 percent of at fault drivers in injury crashes held a full NZ licence

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is not the case in the Grey District however where the proportion of at fault drivers holding a restricted licence is below the level found nationally.

| Driver licence status 2006 | Percentage of total 'at fault' drivers (NZ value in brackets) |
|----------------------------|---|
| Full | 64.7 (58.4) % |
| Learner | 5.8 (9.5) % |
| Restricted | 14.7 (17.6) % |
| Never licenced | 2.9 (2.2) % |
| Disqualified | 2.9 (1.7) % |
| Overseas | 5.8 (4.2) % |
| Expired | 2.9 (0.5) % |
| Other / unknown | 0 (5.6) % |

Rural crashes

In 2006 42 percent of reported crashes in the Grey District occurred on rural roads, that is roads with a speed limit greater than 70km/h. Over 60 percent of injuries occurred on these higher speed roads.

Four out of five rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle. 79 percent of crashes involved a single vehicle.

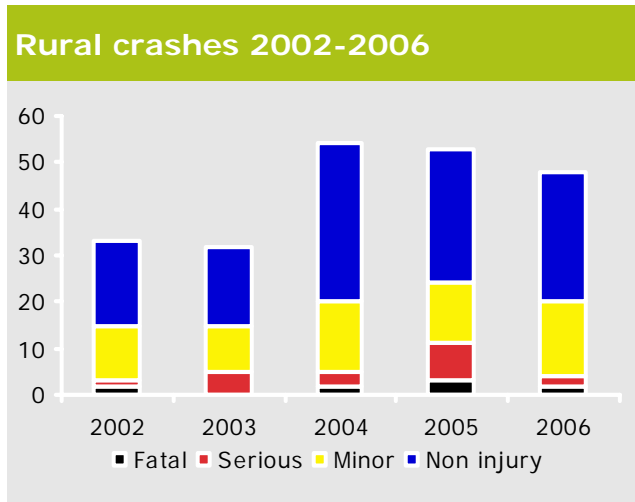
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Grey District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

| Type of roadside hazard | Local road | State Highway |
|-------------------------|------------|---------------|
| Bridge ends | 0 | 8 |
| Cliff or bank | 10 | 23 |
| Ditch | 10 | 15 |
| Fence | 12 | 12 |
| House or building | 1 | 1 |
| Guard rail | 0 | 3 |
| Over bank | 6 | 18 |
| Parked vehicle | 0 | 1 |
| Post or pole | 6 | 1 |
| Stray animal | 1 | 8 |
| Traffic sign | 1 | 3 |
| Train | 1 | 0 |
| Tree | 6 | 10 |
| Water/River | 2 | 2 |

The 48 reported crashes on rural roads in 2006 was the lowest since 2003 when 32 crashes were recorded. The number of injuries fell from 2005 but is still slightly above the ten year average.

The following graph shows the number of reported injury and non injury crashes on rural roads over the last five years.



Further information about rural crashes in the Grey District in 2006:

Local roads

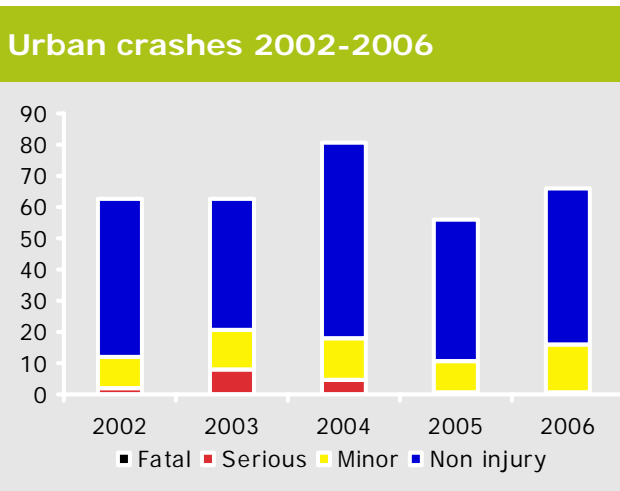
- One death, three serious injuries and six minor injuries
- At fault drivers 60 percent male
- Most common crash type losing control on a bend
- 17 percent of injury crashes involved alcohol over limit
- Half of all injury crashes involved a vehicle travelling too fast for the conditions
- 37 percent of crashes were on a wet surface
- 47 percent of crashes occurred at night
- 89 percent of crashes involved a single vehicle

Transit roads

- One death, two serious injuries and 18 minor injuries
- At fault drivers 61 percent male
- Most common crash type loss of control on a bend
- Seven percent of injury crashes involved alcohol over limit
- 21 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 51 percent of crashes were on a wet surface
- 45 percent of crashes occurred at night
- 72 percent of crashes involved a single vehicle
- Worst month July, best June

Urban crashes

Over half of all crashes reported in 2006 in the Grey District took place on urban roads. In 2006 20 people were injured in urban crashes and there were a further 50 crashes reported that resulted in no injury. The 16 injury crashes recorded was an increase on the previous year but below the ten year high of 21 set in 2003.



39 percent of all urban crashes were a rear end type collision or hitting a parked vehicle. Nearly 30 percent of crashes involved a vehicle losing control. Over half of all urban crashes took place at intersections.

Three quarters of urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Grey District in 2006:

Local roads

- Ten minor injuries and 32 non injury crashes
- At fault drivers 83 percent male
- 29 percent of crashes involved alcohol over limit
- 43 percent of crashes involved travelling too fast for the conditions
- 38 percent of crashes were on a wet surface
- 33 percent of crashes occurred at night
- 72 percent of crashes involved more than one vehicle
- 46 percent of crashes occurred at intersections

Transit roads

- One serious injury, nine minor injuries and 18 non injury crashes
- At fault drivers 70 percent male
- 22 percent of crashes involved travelling too fast for the conditions
- 37 percent of crashes were on a wet surface
- 89 percent of crashes occurred during daylight hours
- 63 percent of crashes occurred at intersections
- 81 percent of crashes involved more than one vehicle

Speed

'Too fast for the conditions' was recorded in 31 percent of injury crashes in the district in the last five years resulting in three deaths and 74 injuries. There were also 72 non-injury speed-related crashes reported. The number of speed related crashes reached a five year high in 2006 with 31 crashes reported.

89 percent of speed-related crashes over the last five years were loss of control type crashes, 60 percent of which took place on local roads. 11 percent of speed related crashes also involved excess alcohol.

Four out of five at fault drivers in speed related crashes over the last five years were male, with drivers under 20 years old accounting for 31 percent of them.

Alcohol

Alcohol was a factor in 12 percent of injury crashes in the district over the last five years resulting in three deaths and 26 other injuries. There were also 37 non-injury alcohol-related crashes reported. There was a slight increase in alcohol related crashes in 2006 after a low of 9 in 2005.

Over the last five years 89 percent of at fault drivers in alcohol related crashes were male.

As is to be expected, a large number of alcohol related crashes occurred at night, 74 percent. Three quarters of crashes involved a single vehicle with loss of control either on a straight or bend being the most common type of crash. Alcohol was combined with travelling too fast for the conditions in 30 percent of injury crashes.

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